

Four Cities Coordinated
Stevens Creek Trail Feasibility Study

Universe of Trail Alignments, Part 2
Joint Cities Working Team Meeting Minutes

MEETING LOCATION: Sunnyvale Community Center
Neighborhood Room

MEETING DATE: February 11, 2013

MEETING TIME: 7:30 p.m. to 9:30 p.m.

ATTENDANCE:

Elected Representatives

Mayor Orrin Mahoney, Cupertino
Councilmember Ronit Bryant, Mountain View
Councilmember Tara Martin-Milius, Sunnyvale
Councilmember Jeannie Bruins, Los Altos

Staff Members

Jack Witthaus, Transportation and Traffic Manager, Sunnyvale
Gail Seeds, Park Restoration and Improvement Manager, Cupertino
John Marchant, Parks Section Manager, Mountain View
Kathy Small, Assistant Engineer, Los Altos
Jane Mark, Manager, Santa Clara County, Parks and Recreation Department

Consultants

Jana Sokale, Principal Planner, Sokale Environmental Planning
Bruce Hill, Principal Landscape Architect, Hill Associates
Po Chen, Structure Division Manager, Mark Thomas & Company
Nikki Nagaya, Senior Transportation Engineer, Fehr & Peers

These meeting minutes, if not corrected at the next meeting by any party in attendance, shall be acknowledged as an accurate report of the events that transpired at this meeting.

- I. Findings from January 30, 2013 Public Meeting** – A total of 188 participants signed-in at the door, although most estimated approximately 250 people attended the meeting. We received 154 completed alignments and street treatments assessment forms. The feedback contained in these forms is being entered into a database for analysis. Concerns were expressed about the length of the assessment form. However, the input provided by the public in the forms is comprehensive and will be helpful in determining potential trail routes and possible on-street treatments for providing a connection between Mountain View and Cupertino.

The street treatments dot exercise revealed that participants were most interested in a Class I bikeway serving as the Stevens Creek Trail. There was little interest in the street couplet or neighborhood greenway concepts, although these are very new ideas with few local examples.

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Jeannie Bruins indicated that the Fallen Leaf neighborhood was going to be holding a neighborhood meeting on February 17 as a follow-up to the January 30 public meeting. Staff and consultant team members offered to prepare materials as needed to support the meeting.

- II. Universe of Trail Alignments, Part 2** – The potentially feasible trail alignments from Homestead Road to Stevens Creek Blvd. and connections to Rancho San Antonio County Park were presented and discussed.

Homestead Road to Stevens Creek Blvd. - Refinements to the two Highway 280 and UPRR crossings were presented. One crossing spans Highway 280 and links to Somerset Park connecting to Stevens Creek Blvd. on Peninsula Avenue near the US Post Office. The second crossing spans both Highway 280 and UPRR connecting to Madera Drive. This route could connect to Stevens Creek Blvd. via Phar Lap Drive or Mann Drive. These routes would extend from Barranca or Maxine to either Peninsular or Caroline. A variety of configurations are possible on either side of Highway 280. The connecting streets provide opportunities for bike lanes, bike routes or neighborhood greenway treatments at varying locations.

Comments

- Must undertake due diligence on street routes closest to the corridor before reopening the Mary or Grant/Foothill discussions. These nearby streets are more direct and have far lower traffic volumes and speeds. These routes may provide an opportunity to more closely mirror the Class I creek trail experience that accommodates trail users of all ages and abilities.
- Add Maxine to the maps.
- Show opportunities for neighborhood enhancements.

Connections to Rancho San Antonio County Park – A trail connection to the back of Rancho San Antonio County Park off Stevens Creek Boulevard was first put forward in the 2002 Stevens Creek Trail Feasibility Study prepared for Cupertino. This route has been further evaluated in this study. The route crosses the UPRR line serving Lehigh Cement. Although the trains travel very infrequently on this line (approximately 3 times per week) UPRR has been reluctant to consider an at-grade trail crossing. A new pedestrian bridge is proposed to connect the open space lands along Stevens Creek Blvd. to the Hammond-Snyder Trail in Rancho San Antonio County Park. The bridge would span the UPRR line where the trains pass through an excavated section of the hillside. This location has been identified to avoid trace faults in the area and to minimize visual impacts to the Hammond-Snyder home. The route would require County Roads and UPRR lands. A trail staging area is also proposed in the area to offset some of the parking demand in Rancho San Antonio County Park, the second most heavily visited park in the system.

Comments

- UPRR has upgraded the tracks.
- Present connections to Rancho San Antonio, but do not include the route in assessment.

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- May not be necessary to show any other routes leading to Rancho San Antonio County Park – keep focus on assessing feasibility of routes closest to Stevens Creek.

Bernardo Class I Alignment – The project team discussed recent fieldwork conducted to assess the potential for a Class I alignment along Bernardo from Fremont Avenue to Homestead Road. This alignment would require the following structures:

- an overpass at Fremont Avenue
- an overpass at Homestead Road possibly landing in the Highway 280 cloverleaf
- a crossing of Highway 280 at Homestead either through widening of the existing roadway or a parallel pedestrian overcrossing

Most importantly, Bernardo would need to be configured to either eliminate parking or become a one-way street.

Summary of Public Comments

- Bike Lanes on Bernardo would be in the shadow part of the day due to the soundwall – this might make Bernardo less conducive to on-street bike lanes or sharrows.
- Santa Clara Valley Audubon Society (SCVAS) wanted restoration as a part of the trail feasibility study back in 2009. At that time SCVAS developed a policy for “Planning Land Uses along Santa Clara County’s Waterways.” A copy of this SCVAS policy was distributed and is attached to these minutes.
- Restoration should be a part of any trail project.
- The study should evaluate distance from the creek corridor, safety and aesthetics.
- Ultimately, the study may consider multiple routes and move forward with different routes serving different purposes.
- Commuter use vs. recreation use is not so much of a dichotomy – uses occur at different times.
- Class I bikeway along Bernardo may be a good alternative for a difficult section. Bernardo and Wright could serve as a couplet for vehicle traffic to provide space on Bernardo for a Class I bikeway.
- Continuing concerns regarding vehicle traffic around West Valley Elementary School.
- The connection to Rancho San Antonio County Park is in the 2002 Stevens Creek Trail Feasibility Study.
- Support expressed for a Bernardo option.

III. Planning for Third Public Meeting – February 25 – The consultant indicated that the third public would also use assessment tools to engage and gather public comment. The Citizens Working Group provided feedback on the preliminary assessment tool.

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Comments

- Cupertino needs to get the word out - Courier, website, etc.
- Show opportunities for neighborhood enhancements
- Jeannie Bruins to provide additional feedback on Connections to Rancho San Antonio County Park map.

Summary of Citizens Working Group Feedback from February 7

- Lump all speed bumps, humps, lumps and tables into one question.
- Specialized treatment question should have a scale 1 to 5 instead of the Yes or No response option. Yes-No is too limiting.

IV. Next Steps – The project team will refine the assessment tool and prepare for the third public meeting. The team will also continue to assess feasibility and present the trail concepts to the agencies with jurisdiction along the routes.

V. Adjournment

The meeting was adjourned at 9:30 p.m.